

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

CHAMPAGNE

JULES MUMM & CO. REIMS.

FOURNISSEURS BREVETES DE LA

COUR IMPERIAL ET ROYALE

D'AUTRICHE-HONGRIE).

A GENUINE, HIGH CLASS WINE.

RECOMMENDED BY CONNOISSEURS.

DRY AND EXTRA DRY.

PER CASE ... 1 Dozen Quarts \$52.
" " " " 2 Dozen Pints \$55.A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th A.
Lieber's
P.O. Box, 55. Telephone No. 12

BIRTHS.
On 11th February, at Weikow, the wife of HERBERT L. DEER, of a daughter.
On 24th February, at Shanghai, the wife of T. A. STANFORD, of a daughter.

MARRIAGES.
On 4th February, at Foochow, EDMOND G. LERAN, of the I. M. Customs, Santa, to GUINEVERE BEATRICE, second daughter of the late H. S. HILLWELL, of Shanghai.
On 22nd February, at Shanghai, WILLIAM BROWN, C.M.S. Shanghai, to EMILY MELITA HARKNESS.

DEATHS.
On 12th January, in London, MARGARET MARY, widow of PATRICK JOSEPH HUGHES, Her late Majesty's Consul-General, Shanghai.
On 24th February, at Shanghai, the infant daughter of LAURE and ELINOR JESSEN.
On 24th February, at Shanghai, LOUISA, the wife of VINCENT VIZENZ-VICH.
On 26th February, at Bedford, WILLIAM FOWLER, formerly of Shanghai, aged 65 years.
On 27th February, at Shanghai, SAUL GOLDMAN, late of Nagasaki, aged 66 years.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 4TH, 1905.

There is a remarkable unanimity observable about the comments of the Home papers, dealing with a lecture that Mr. BYRON BRENNAN delivered to the Colonial Section of the Society of Arts on January 24th. Mr. BRENNAN was formerly Consul-General at Shanghai, and his lecture was concerned with the prospects of British commerce in China. Most of the journals note the "absolute failure of British policy," the "indifference of the Foreign Office," the "unreasonable and inconsistent policy of the Government," and so on. Such a unanimous damning of the British Government would appear to demonstrate in itself that the Government deserves such censure. Does it? Is it not possible that some of the Government's alleged "total ignorance" of the conditions in China is shared by the critics of the Government? Is it not a symptom of inability to instruct the Government, to present some positive information, when they so generally and enthusiastically

adopt the comparatively safe and negative line of criticism, of blaming the Government for not doing some things which they omit to specify? The most definite and outspoken criticism is that which says the British Government has not shown itself strong enough. What was wanted, it appears, is embodied by one journal in the phrase, "a Palmerstonian mailed fist." Apparently this conveys a regret that the British Premier is not a cross between the late Lord PALMERSTON and the German KAISER. What, precisely, should have been done that was not done? We have no doubt that there are many in China who will be ready with an answer; but our complaint is that these sapient critics at Home, who are, like the apocryphal PADDY, "agin the Gov'ment," do not provide any. Is it their opinion that the British Government has been guilty of blameworthy neglect in not seizing upon every plausible excuse to declare war on China? We have already published a summary of Mr. BRENNAN's paper, and have read other and fuller reports thereof. In not one do we find sufficient for such suggestions as that it is a "story of Government incompetence and neglect almost without parallel." We are not defending the British Government. Its sins of omission in the matter of our relations with China may have been many. We may, however, protest against this "stinking fish" policy of condemning it in season and out of season, on the strength of such a shadowy and vague indictment as these critics have last month brought forward. Mr. BRENNAN mentioned that British merchants make little or no use of the newly opened Treaty ports. Is that the fault of the Government, which secured their opening? One says: "No. Government for the last half century overmastered the facts concerning China and her trade with this country, of which the first is that the Chinese Government would never concede anything except through force or fear, and would never keep a promise unless held to it. Government after Government, therefore, allowed the Chinese Government to evade its obligations, and the Chinese Government was thus encouraged in the practice. That was the first cause of failure. There was no policy at Downing Street. The second was that no Cabinet ever kept its eye on what foreign Governments were doing to promote the trade of their subjects, or at any rate none ever ventured into a foreign Government exerted itself to assist competition against British trade to lift a finger to help British trade." If foreign Governments are doing so much for their nationals, if in foreign spheres of influence the Governments have achieved so much in successful combating of Chinese obstructive policy, how is it that we find so many foreigners glad to remain in the English settlements, content to share the neglected and waning British trade? Is it not that the Foreign Governments have failed where ours has failed, to overcome the mulish obstinacy of the Chinese? The horse is led to the water, but no amount of "Palmerstonian mailed fist" has yet made him drink. He is sipping now, of course, somewhat to the profit of the foreigner; but more time yet is required to show him that it is to his own interest to drink heartily. We have been told that it is useless to "hustle the East." This clamour at our own Government by our own people is either intended to make it attempt that useless thing; or it is simply the cackle of impatience, of no more import than the expletives wasted on the hammer by the man who misses the nail and hits his thumb with it. Is China any more amenable as the result of her frequent acquaintance with the mailed fist? Is she not thereby confirmed in her hostility, more suddenly determined to diddle the foreign invader than before? "The British merchant in China," said Mr. BRENNAN, "looked after his own interests, but did not seek to develop trade unless he saw a personal gain." Why should he? What good is trade without gain? The open door might as well remain shut if it cannot be entered profitably. The British Government has opened many doors, some of which, we are told, have not yet been entered. The lack of capital or enterprise may be a reason; but is it not more likely that most of the old exploiters are too busy making money to turn to fresh fields, while new blood and possible pioneers are scared away by such raven croakings as our British Press seems so fond of? The Morning Post winds up by saying "We are not sure that as regards British trade in China the verdict will not have to be 'Too late.' That sort of spirit is not 'thinking Imperially.' It is not even thinking sensibly. At all events it is not right to impute to an authority like

Mr. BYRON BRENNAN sentiments to which he did not give utterance. He clearly spoke of individual lack of business enterprise, not of national failure. One is less serious than the other, for it could soon be mended if the Home papers were to adopt a calmer and more reasonable tone.

France has ordered 10,000,000 francs worth of Whitehead torpedoes for delivery within two years.

The French cruiser Chateaufort will shortly leave Saigon for home. The Guichen was expected to reach Saigon early this month.

A new company has been organized in the United States with a capital of \$500,000 to take over the plant of the Manila Telephone Company and install a new system.

A shooting competition will be held to-day (Saturday) at the King's Park 500 yards range between the members of the Volunteer Reserve Association, residing at Kowloon, Peak and Hongkong.

The St. George's Society of Shanghai has a balance in hand (from Ball Account) of Tls. 1,807.4, after paying all expenses. General Account disbursed \$336.91 in clarity, and has \$950.16 left.

The Chefoo Daily News reports that the German cruiser Hansa at Tsingtao killed her bankers with Shantung coal from the German colliery, also being the first large ship to take this coal on board at the dock.

The Chefoo community has unanimously handed its request for a municipality to the Consul for transmission to the Ministers; the local Chinese merchants are naturally, says the N. C. Daily News, in favour of this change.

The Manila Cablenews says that within a very short time the streets of Manila will resound to the clasp of the street car going and the buzz of the electric motor. The tracks of the road are practically completed on all the different lines.

Much sympathy is felt, says a Hankow correspondent, with the German community there owing to the expense and trouble they have had with their band. Neither money nor labour is being spared in the repairing of it, and it is hoped that the efforts made will meet with the success they deserve.

The Committee of Engineers appointed to report on the Panama Canal project recommends the sea level plan. Mr. John F. Wallace, chief engineer, in a report to the House of Representatives, estimates the cost at \$300,000,000 gold. The canal could be open for traffic in fifteen years and completed in twenty.

The question of the advisability of enlisting Filipinos in the United States army was taken up by the President and his Cabinet some weeks ago. While the matter was not finally settled, the consensus of opinion among the members of the Cabinet was, says the Manila Cablenews, favorable to the idea, and it will receive further attention at a later day.

The programme of music to be performed by the band of the 110th Mahratta Light Infantry on the New Parade Ground on Monday, from 4.30 to 6 p.m., is as follows:—
March..... "Hauton on Parade"..... Mills
Selection..... "Blue Bell in Fairyland"..... Elgar
Valse..... "In the Twilight"..... Costa
Intermezzo..... "Two Steps"..... Anon.
Melodie..... "Amore"..... Munster
Selection..... "A Country Girl"..... Monckton
Rag-time-Lance..... "At a Georgia Camp Meeting"..... Mills

Herr Friedenthal, the eminent pianist who recently visited Hongkong, had poor houses in Manila. Commenting on the attendance, the Cablenews remarks that at one performance there were more natives than whites in the audience, which it regards as striking proof of the culture of Filipinos in this direction, and at the same time a sad commentary on the standards seemingly in vogue among the Caucasians. "Of Manila society so-called, the gaudy, protefcol scores, there was hardly any evidence." They seem to prefer low comedy.

The Chief Justice's recent interpretation of the Ordinance relating to the examination of bankrupts is likely to be called in question. The reference to a cross-examination by "creditor," instead of "creditor's solicitor," should not be sufficient to bar cross-examination of bankrupts by those best fitted to do so, because no ordinances include the word "solicitor" in that way. As it is important in the public interest that bankrupts should undergo the most rigorous examination, it is hoped His Lordship will reconsider his view of the Ordinance, which, it is held, does not forbid the practice of creditors being legally represented at such examinations.

By kind permission of Col. Caulfield and officers, the band of the 110th Mahratta Light Infantry will play the following selections at the Hongkong Hotel this (Saturday) evening:—
March..... "The Welsh Brigade"..... Franworth
Selection..... "The Twilight"..... Costa
Valse..... "Chere Amie"..... Musgrave
Dance..... "At a Georgia Camp Meeting"..... Mills
Characteristic Piece..... "The Mill in the Black Forest"..... Eilenberg
Selections..... "Barrack room Ballads"..... Cobb
Menu..... "Horn D'Amour"..... Anchoy Canapes.
Soup..... "Rock Turtle Soup"..... Fish-Boiled Fish.
Saute Genevoise. Salades..... Grilled Fillet of Steak
au Fines Herbes, Chicken Croquettes and Green Peas, Shrimp Patties. Curry—Ox Tongue, Joints, etc.—Roast Sirloin of Beef, Roast Capon and Bacon, Boiled Leg of Mutton and Caper Sauce, Cold Game Pie and Endive Salad, Swedish—Hong Kong Pudding, Strawberry Ice Cream and Finger Cakes, Cranberry Tart, Tipsey Cake, Dessert—Coffee, Fruits.

The Dallas Bandmann Opera Company again delighted a large and appreciative audience in the Theatre Royal, City Hall last night, when "A Country Girl" was staged for the second time. The same piece will be reproduced this evening.

In spite of the depression in the shipping trade in England and the number of ships lying idle, the P. & O. Company have embarked upon a considerable programme of increase to their fleet. The shipbuilding yards have had very little to do, until the fear of a rise in the cost of ships, consequent on the improvement in the steel trade and the advance of steel plates to £5 12s 6d, induced many shipowners to place orders for new vessels. The P. & O. Company have now seven new steamers in building of 53,000 tons register. This is a substantial increase, following as it does the addition of several steamers recently aggregating a tonnage of 62,000 tons.

The N. C. Daily News says it is reported in a native paper that at the special audience on Chinese New Year's Day given by the Empress Dowager to all the princes of the Imperial House and their sons, the ten-year old son of a certain prince of the 4th Order particularly struck the fancy of the Dowager, who at once commended the boy to reside in the Palace and study under the same number of tutors as had taught the deposed ex-Heir Apparent P'u Chan, son of the notorious Boxer, Prince Tuan. It is therefore rumoured that the Emperor possibly may be "persuaded" to adopt the child of the Empress Dowager's selection to be his Majesty's son and heir to the Dragon Throne.

John Michaelson and W. Macpherson were placed before Mr. H. H. J. Gompertz at the Police Court yesterday to answer charges of disorderly conduct and assault in a Chinese restaurant at Yamnait. Complainant stated that defendants entered his restaurant on Thursday morning last. They had several drinks there, and then ordered a bottle of whisky. As they would not pay the price of it in advance, his clerk refused to serve them whereupon the second defendant struck him. As the evidence of witnesses for the complainant was contradictory, His Worship dismissed the charge of assault, but on the other charge he bound the second defendant over in the sum of \$5 to be of good behaviour for two months, and the first in the sum of \$100, as only lately he had given the Police considerable trouble.

L'Indo-China Republicaine remarks that among the numerous lessons which Europe may derive from the war between Russia and Japan is the danger to the Continental Powers from the English monopoly of telegraphic communications. "Thanks to our benevolent indifference," says our French contemporary, "this nation (England) can assure herself, in a short time, of the almost exclusive monopoly of the land and marine cables. The thing would appear astonishing if it were not true, and we may well ask by what incomprehensible laxity Europe has allowed itself to be enmeshed in this immense network of cables surreptitiously and indefatigably woven by the common enemy, England, who has thus required over her rivals an inconceivable strategical diplomatic and commercial superiority." Our contemporary goes on to say that this English telegraphic monopoly is almost exclusively the property of one great company, (the Eastern Telegraph Co.) and it proceeds to enumerate all the cables in the world, showing the ownership of each, and promises in a future article to discuss the projects presented to the Chamber for a French telegraphic system which would relieve the nation from this dangerous dependence upon England, particularly with reference to the telegraphic communication with Indo-China.

FIRE BRIGADE SHIELD COMPETITION.

The annual competition of the fire fighting teams for possession of the shield took place at West Point yesterday. His Excellency the Governor viewed the proceedings from an adjacent balcony and amongst others present were Hon. Mr. May and Mrs. May, Sir Paul Chater, Hon. Mr. Sheehan, Hon. Mr. Gershom Stewart, Captain Smith and Dr. and Mrs. Atkinson. The ground on which the events took place was a veritable mud puddle, hence the competitors were greatly handicapped, and times are not likely to be very satisfactory. A large crowd of spectators surrounded the square, and the house-tops in the vicinity were covered with people. Perhaps the event which most interested the onlookers was the combined wet drill. Water was pumped from the Praya and in a few moments volumes from four hoses were shooting into the air and soon the field was transformed into a miniature lake. While some of the firemen were engaged on this duty, others were running the escape ladders up alongside premises shutting one side of the square and a gullant fireman rushed up this to give an exhibition of life saving from an imaginary fire. Several dummies had been prepared for the purpose. A number of stalwart arms held out a large sheet of canvas on the ground below and dummies were dropped from the roof on to this. Had they been persons escaping from a fire, it would have gone hard with them, as each time the dummies bumped the ground. There were six events on the programme. The shield will either go to Foreman Grant's or Foreman Fenton's team, but the Judges have not yet decided: neither are the times made up in the other events. Messrs. Badoley, Hallifax, Baker and Lane superintended the carrying out of the programme.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

NORWEGIAN POLITICS.

LONDON, 2nd March.

The Norwegian Ministry has resigned, as a protest against the administrative changes that are being imposed by the Swedish Government.

TROUBLE IN MADAGASCAR.

LONDON, 2nd March.

A serious rising has occurred among the natives of Madagascar.

CANADIAN POLITICS.

LONDON, 2nd March.

A Ministerial crisis has been reached in Canada.

LORD MILNER'S SUCCESSOR.

LONDON, 2nd March.

The Earl of Selborne, First Lord of the Admiralty, and previously Under-Secretary of State for the Colonies, has been appointed to succeed Lord Milner as Governor of the Transvaal and Orange River Colony.

[REUTER'S SERVICE.]

ENGLAND AND JAPAN.

LONDON, 1st March.

Sir Edward Grey, M.P., speaking at Cheltenham, said that the successors of the present Government would carry out all obligations in regard to the alliance with Japan.

MARTIAL LAW IN POLAND.

LONDON, 1st March.

Martial law has been proclaimed throughout Poland.

THE WAR.

LINIEVITCH DEFEATED.

LONDON, March 2.

It is reported that General Karoki has completely defeated the army under the command of General Linievitch, and is advancing on Mukden.

[REUTER'S SERVICE.]

A JAPANESE SUCCESS.

LONDON, 1st March.

The Japanese have captured Taling Pass which is of the same importance in relation to Mukden as Motienling was to Liaoyang.

THE "LENA'S" OFFICERS.

LONDON, 1st March.

It is stated at St. Petersburg that the officers of the Russian Volunteer cruise, Lena have been ordered to return to San Francisco, [whence they decamped while on parole] and that they have been reduced one step in rank.

STOESSEL'S RETURN.

LONDON, 1st March.

General Stoessel is the hero of the hour at Moscow, where his hotel is besieged by the crowds. He lunched yesterday with the Grand Duchess Sergius. Replying to the address of welcome from the Municipal deputation, he declared that it was his duty to surrender Port Arthur in order to avoid a massacre, as the Japanese had captured all the important forts. He started for St. Petersburg in the evening.

A DUPLICATE VICTORY.

LONDON, 1st March.

Russian and Japanese telegrams report sharp fighting in the vicinity of the Shaoh Railway bridge, both sides claiming the advantage.

["N.C. Daily News" Service.]

THE JAPANESE PREMIER ON THE SITUATION.

TOKYO, 25th February.

Count Katsura, speaking at a conference of the Governors of provinces, said that the first year of the war was not entered upon without certain misgivings, inasmuch as Japan was reluctantly compelled to take up arms for her self-existence, and for the sake of the general peace of the Far East. Meanwhile, Japan's military and financial resources had proved unexpectedly greater than was imagined. The second year of the war would be conducted without misgivings, in view of the fact that the fall of Port Arthur had completely overthrown Russia's foothold. It was completely impossible now to upset the balance of the war, as was recognized not only by Japan, but by Russia, and moreover by the world, as was evidenced by the constant appreciation of Japanese bonds abroad. Nevertheless, even from Russia's standpoint, it was irrelevant to sue for peace soon. Japan's

resolution to prosecute the campaign with the utmost confidence and hope was unshaken. The year of trial had elapsed; now it was for Japan to testify to the increasing staying power of the nation with renewed vigour and unflinching energy.

MORE SKIRMISHES.

TOKYO, 24th February.

It is officially announced that the Russian artillery fire continues unabated. There were three collisions between scouting parties on Wednesday. In one case five Russian scouts in Chinese clothes approached Taitse, and were repulsed. The Russian casualties being one officer and five men.

SAKHAROFF'S SUCCESS.

TOKYO, 27th February.

The Japanese communication near Hailong were immediately restored. Reuter's report on the authority of General Sakharoff seems to have been exaggerated. The Tokyo papers write cheerfully of a decisive development expected shortly.

THE MANAGEMENT OF CHINESE THEATRES.

Before Mr. F. A. Hazeland at the Police Court yesterday morning Inspector Gourlay prosecuted Lei Kong, licensee of the theatre, for committing a breach of his licence by allowing persons to stand in the gangways and so cause obstruction. Mr. John Hastings appeared for the defendant. He stated that his client had done all he possibly could to comply with the law. There were two constables there to make the people sit down. If they did not attend to their duty after his client had done all he possibly could to make the people sit down, his client was not transgressing.

Leo Ching, manager of the Ko Shing theatre, declared: "Strict orders were received from the authorities that no one was allowed to stand in the gangways, exits or on the stage so I had notices hung round the theatre to that effect. I have arranged with the Captain Superintendent of Police to have two constables in attendance at the theatre—one European and one Indian. I told the constables not to allow the people to stand up. On this occasion there were only two men standing up. I was in attendance at the theatre on the night of the 26th when Inspector Gourlay came in. I have twice been summoned before for the same thing and on each occasion the case was dismissed. No complaint has ever been made to me by the Police about a certain stall in the theatre being an obstruction."

George Walsh deposed: "I am on duty at the Ko Shing theatre every night. The last witness has never asked me to keep the gangways clear. My duty is to keep the gangways clear. On the night of the 27th I cleared the gangways several times, but it was absolutely impossible to keep them clear."

Mr. Hastings said the Police acted very unreasonably in this case. The stall which caused an obstruction had been in existence about thirty years, and the manager had not even been asked to remove it. He stated that to the theatre only a fortnight ago looking for obstructions and on the occasion of that visit the same inspector passed this stall. Defendant had done all that was possible to keep people from standing, but he could not have them arrested or turned out. There is no allegation of overcrowding, and it is inevitable that a few people will be walking or standing about the gangways. The intention of the Ordinance is that the gangways shall not be so obstructed that in case of fire it will be difficult to get out. His Worship said the new regulation casts an imperative duty on the lessee to keep the gangways clear. There had been obstruction, but under the circumstances he would inflict a nominal penalty of \$1. With reference to the gangways, it was also the lessee's duty to keep them clear. He would inflict another small penalty of \$10 or one month. His Worship thought there ought to be more constables on duty at this theatre to keep the gangways clear.

MARINE MAGISTRATE'S COURT.

Friday, 3rd March.

BEFORE MR. BASIL E. H. TAYLOR (ASSISTANT MARINE MASTER).
An enquiry was held into the circumstances connected with a charge of negligent navigation preferred by Captain Fremantle, R.N. (H.M.S. Albion) against the crew of the launch Tang Fat. The Albion's rally, under sail, while going alongside the P. & O. s.s. Formosa on the last, was crashed into by the launch Tang Fat, which came up from astern. The rudder of the Albion's boat was broken, and some dents were made in the brass-work at the bows. The Chinese Cox said he had no time to keep out of the way; as soon as he saw the boat he put his rudder over.—His certificate was suspended for two months.

SHANGHAI NEWSPAPERS.

The following appeared in a Shanghai telegram received by the office of Japan.
The French paper Echo de Chine has accused the British press published at Shanghai of having been "purchased" by Japan, but the statement was subsequently withdrawn at the protest of the Shanghai Mercury and the Shanghai Times. The Mercury, however, says there is reason to believe that the Times is in the pay of Japan, as it often prints slanderous reports concerning Russia. The Echo de Chine publishes a rumour to the effect that a syndicate, backed by a capital of 60,000 taels, has been organized for the purpose of establishing a Japanese printing office at Shanghai and publishing a Chinese newspaper in co-operation with the Shanghai Daily Press. The Echo de Chine has also printed a telegram originally forwarded from Shanghai to Vladivostok and subsequently retransmitted to Shanghai, stating that the Mercury, Times, and Daily Press are each receiving a subsidy of 3,000 yen from the Japanese Government.

[illegible]

SHIPPING.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

ARRIVALS.
ARRIVAL. British str. 2348, Keith, 3rd March, from Hong Kong, 2nd March, 1905.
ARRIVAL. British str. 3rd March, from Canton, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.
ARRIVAL. British str. 4875, Harry Smith, 2nd March, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections as shown in the accompanying map. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
 2. From Harbour Master's Office to Blake Pier.

3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	MEMPHONTHSHIRE	Brit. str.	—	C. H. Burch	SHAW, TOMES & CO.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	STENT-E	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	MAISON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	KAISER	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
MARSEILLES, LONDON & ANTWERP, &c.	BARADONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MARSEILLES, via PORTS OF CALL	CALEDONIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MARSEILLES, HAVRE & HAMBURG	RAHMANIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
BREMEN, via PORTS OF CALL	PRINCESS ALICE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
HAVRE, BREMEN & HAMBURG	SAMBIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
HAVRE & HAMBURG	SUEVIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
HAVRE & HAMBURG	SLAVONIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
TRIESTE, &c., via SINGAPORE, &c.	ALCANTARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
ODessa	M. BACQUEHEM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
NEW YORK, via PORTS & SUEZ CANAL	ARMADA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
NEW YORK, via PORTS & SUEZ CANAL	ARMADA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
NEW YORK, via PORTS & SUEZ CANAL	ARMADA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
VICTORIA (B.C.) & Seattle via NAGASAKI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SEATTLE, via SHANGHAI & JAPAN	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
PORTLAND, OREGON	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
BRISBANE, SYDNEY & MELBOURNE, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
CHEFOO & NEWCHANG	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
AMOI, STRAITS & RANGOON	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
TAMU, via SWATOW & AMOI	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
TAMU, via SWATOW & AMOI	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
AMOI, via SWATOW & AMOI	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SWATOW, CHEFOO & TIENTSIN	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
CEBU & ILOILO	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
BATAVIA, via SHANGHAI, MOJI & KOBE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
SINGAPORE, PENANG & CALCUTTA	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
BOMBAY via SINGAPORE & PENANG	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE
 NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
 OF UNITED STATES, AMERICA.

SEATTLE.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

T. N. 20,718 Gross Reg. Capacity 23,000 Tons.

(J. H. RINDER, COMMANDER).

Will sail on or about

THURSDAY, 10TH MARCH.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK AND CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.
 This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS, equipped with LIBRARY, MUSIC, SMOKING ROOMS, KITCHEN, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURES and Valuable Cargo.
 PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to
 GEO. SUTHERLAND, NIPPON YUSEN KAISHA,
 GENERAL TRAFFIC MANAGER. AGENTS.
 Hongkong, 1st March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATE
SAMBIA	HAVRE, BREMEN and HAMBURG	On 9th Mar. Freight.
REHMANIA	(Calling at Singapore, Penang and Colombo)	On 18th Mar. Freight & Passengers.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 4th April. Freight.
SILEZIA	HAVRE and HAMBURG	On 18th April. Freight & Passengers.
SLAVONIA	(Calling at Singapore, Penang and Colombo)	On 2nd May. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG	On 16th May. Freight.
ANDALUSIA	(Calling at Singapore, Penang and Colombo)	On 10th Mar. Freight.
NUBIA	NEW YORK via SUEZ	On 9th April. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, JORDAN'S BUILDING.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, via CHEFOO or CHIN-WAN-TAO, to DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "INKUM"	Captain E. S. Peares
S.S. "SEALDA"	Captain Geo. Brown
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "SOPAL"	Captain G. A. Shepherd
S.S. "INDRAVELLI"	Captain S. Callington
S.S. "COURTFIELD"	Captain J. W. Martin
S.S. "SWANLEY"	Captain J. P. Dawson
S.S. "CRANLEY"	Captain W. E. Steele
S.S. "IKBAL"	Captain M. Robertson
S.S. "ASCOT"	Captain C. E. Cox
S.S. "SIKULA"	Captain J. Rowley
S.S. "CATHEDRA PARK"	Captain Copp

For Freight, apply to
 GIBB, LIVINGSTON & CO.,
 AGENTS.
 Hongkong, 10th February, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 4th Mar. 10 a.m.
RUBI	2540	R. W. Almond	Manila	Sat. 11th Mar. 10 a.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 27th February, 1905.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW AND AMOI	"B. BJORNSON"	SUNDAY, 5th Mar. at Daylight.
ANPING, via SWATOW AND AMOI	"DECIMA"	WEDNESDAY, 8th Mar. at Daylight.
TAMU, via SWATOW AND AMOI	"FRITHJOE"	SUNDAY, 12th Mar. at Daylight.
ON account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.		
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.		
Hongkong, 27th February, 1905.		

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

PRINZ HEINRICH	26th April
PRINZ EITEL FRIEDRICH	10th May
PREUSSEN	24th May
ROON	7th June
BAYERN	21st June
ZIETEN	5th July
SACHSEN	19th July
GNEISENAU	2nd August
SCHARNHORST	16th August
PREUSSEN	30th August
PRINZ EITEL FRIEDRICH	

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	On 5th March.
GLASGOW and LIVERPOOL	"MACHON"	On 5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 10th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 18th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 15th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 23rd March.
AMSTERDAM, LONDON and ANTWERP	"MACHON"	On 11th April.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 24th March.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th February, 1905.

(9-10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIEN-TSIN	"CHIHILI"	On 4th March.
CHEFOO and NEWCHWANG	"HANYANG"	On 6th March.
MANILA and NEWCHWANG	"TEAN"	On 7th March.
NEWCHWANG and SHANGHAI	"ICHANG"	On 8th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On 8th March.
CEBU and LLOLO	"CHANGSHA"	On 14th March.
	"KAIFONG"	On 16th March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd February, 1905.

(11)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, SHANGHAI, MANILA and KOBE	"H. G. H. Lowell, R.N.R."	Noon, 6th March	Freight and Passage.
LONDON, &c.	"BENGAL"	Noon, 11th March	See Special Advertisement.
SHANGHAI	"NUBIA"	About 11th March	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"E. P. Martin, R.N.R."	About 15th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Low Hong, 27th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Partridge	Thursday, March 30th
SHAWMUT	3,906	E. V. Roberts	Thursday, April 13th
TREMONT	3,906	T. W. Gardick	Saturday, May 6th
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

TREMONT	3,906 tons.	T. W. Gardick	About 18th April.
LYRA	4,417 tons.	G. V. Williams	About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 20th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schmidt	March 10th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th February, 1905.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN" 3,862 Tons. WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 22nd Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 29th Mar.
R.M.S. "TARTAR" 4,225 Tons. WEDNESDAY, 5th April.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at terminal rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent

9, Pedder Street

Hongkong, 4th March, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Tuesday, 7th Mar., D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 7th Mar., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 4th March, 1905.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE, SYDNEY AND MELBOURNE VIA NEW GUINEA.

THE Steamship

"PRINZ SIGISMUND," Captain D. Lenz, will be ready to load for the above places on MONDAY, the 6th March.

This Steamer is specially fitted for Passengers and is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

Agents. Hongkong, 21st February, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL," Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 11th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,610 tons, from Colombo.

Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 22nd April, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th February, 1905.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 861 Tons, Captain J. McGinty, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD. No. 147, Connaught Road Central. Hongkong, 15th March, 1904.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure. English Oil. Not hot. Not irritating. Full directions. All Chemists.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY, TO DECEMBER 1904. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

SAVARESSE'S SANDAL CAPSULES

LORD CHARLES AND THE GUILD.

With reference to the Official Reports of Admiral Lord Charles Borsford regarding signals from H.M.S. "Cresset" not being answered by merchant vessels, the Merchant Service Guild has, for some time past, been going closely into the subject. Amongst a number of reasons advanced for such signals not being answered, were that Aliens might conceivably have been in command of these vessels, or that they were under-manned. The Guild also drew the particular attention of the Board of Trade and the Admiralty to a number of cases where the signals or salutes of merchant ships had not been answered by men-of-war. Several of these cases were brought to the attention of Lord Charles Borsford who has replied as follows:—

H.M.S. "Cresset".
Dear Captain Moore,—"Thank you for your letter of the 14th December, and I also have to thank the Merchant Service Guild for kindly enclosing me a copy of current issue of the *Guards Gazette*. I notice the letters in which you call my attention to the fact that the signals of merchant ships not being answered by British men-of-war. I think you will agree with me that the few acts reported of want of courtesy in this direction is extraordinary, considering the vast amount of mercantile shipping, and men-of-war shipping that meet each other daily on the seas. There must have been some great mistake on the part of the men-of-war who did not notice the dipping of the merchant ship's colours. In the letters, I observe that the object of it had in view, viz., "The improving of a most important question concerned with efficient War Organization, that of rapid and accurate signalling between men-of-war and merchant ships" has been entirely lost sight of, on a former occasion I called your attention to a fact that words had been attributed to me which I have never written or uttered. I have never complained as to the "want of courtesy" between men-of-war and merchant ships, as such want of courtesy does not exist. I called attention to the necessity of reform in the question of Line of Communication by signalling between the two great services. I am delighted to think that the Guild are of opinion that the prominence now given to this subject will work to the immense amount of good not only in regard to effecting improvements in signalling at sea; but in drawing together the Royal Navy and the Merchant Service in much closer and more friendly touch. The closer the two Services are knit together in friendly sentiments and efficient line of communication, the better it will be for the country and the Empire.—Your obedient servant,

CHARLES BORSFORD,
Vice-Admiral.

A reply was the upon forwarded expressing great regret if the impression had been conveyed to Lord Charles Borsford that the subject of rapid and accurate signalling had been entirely lost sight of. This was far from the case, inasmuch as the whole position had been put forward by the Guild, and the action had perhaps in no small way led to the formation of an Admiralty Committee to consider the subject. The Guild do not deal so much with "want of courtesy," their desire being to relate the charges that Captains and Officers of the Merchant Service were ignorant of the International Code of Signals. Such a charge they said was not in any way justifiable. It may be mentioned that, since this correspondence, more reports as to men-of-war not attending to signals have been forwarded to the Admiralty through the medium of the Board of Trade. The next meeting of the Signalling Committee will be on the 24th instant at which the representative of the Guild, Captain G. Rogers, will attend. In October last, acting upon the invitation of the Admiralty, the Merchant Service Guild nominated Captain G. Rogers as a member of the Admiralty Signalling Committee, which was in process of formation. It was, however, distinctly understood that Captain Rogers during the inquiry was to represent the interests of Captains and Officers as a whole. On the 13th December the Secretary of the Scottish Shipmasters' and Officers' Association, writing on behalf of the Federated Societies of Shipmasters and Officers, stated that they should have been asked to nominate a Shipmaster as representative of the entire body. They submitted that a Shipmaster as nominated by the Guild could only voice the opinions of one individual Society, and on that account he was directed to formally protest against Captain Rogers serving alone as the representative of Shipmasters and Officers on the Committee. The Admiralty were further informed that the Federation deemed it absolutely necessary to acquiesce in Captain Rogers' nomination, and refused to be bound by any opinion he might give expression to. Statements have also appeared in the Press that Captain Rogers cannot represent "tramp" interests. The Guild deny this statement inasmuch as this gentleman has had a great deal of experience in "tramp" steamers, and therefore is fully competent for the purpose. In reference to the action of the Secretary of the Scottish Society the following correspondence has taken place between the Merchant Service Guild and the Admiralty:—

The Secretary to the Admiralty

Sir,—With reference to your letter of the 17th October last inviting the Guild to nominate a gentleman to act on the Admiralty Committee of Signalling, the Guild have noticed the recent inclusion of other gentlemen who have seen service in merchant vessels.

Though, undoubtedly, this is a source of gratification, it has come as a great surprise in view of the Admiralty's explanation to the Guild that, in order to avoid any misunderstanding, the necessity of limiting the members of the Committee of Signalling, it was imperative for them to invite bodies such as the Merchant Service Guild or the Mercantile Marine Service Association to nominate special representatives to sit on the Committee. Consequently, insistence was laid on the fact that the Merchant Captain suggested by the Guild must not be regarded in any way as their special representative, but as the representative of the Merchant Service as a whole. To this arrangement the Guild cordially agreed, and Captain Rogers consented, and has acted on the Committee without regard to any particular Society or Societies.

This new departure, however, on the part of the Lords Commissioners of the Admiralty, places him in a position of some difficulty, inasmuch as the representative capacity in which he was supposed to be sitting has quite altered. He cannot longer be considered as representing the whole of the Merchant Service as at first, and the Guild would be glad to know in what representative capacity the Lords Commissioners of the Admiralty will now recognize him, provided he continues to act.

The Guild greatly regret that the Lords Commissioners of the Admiralty should have been troubled with protests engendered by professional jealousy on the part of several other small but much older Societies, their total membership being far less than that possessed by the Guild whose supporters and Agencies are to be found all over the world and in practically every port. If the inviting of nominees from each of these other Societies is for the purpose of obtaining greater representation of Captains and Officers in a numerical

sense, then the Guild would appear to be entitled to a number of representatives rather than one. The Guild have thought it right to state this foregoing simply for the information of the Admiralty. Otherwise, they would have ignored an action on the part of other Societies only calculated to injure the cause of Captains and Officers as a whole.

As before stated the Guild are glad to see further representatives of the Merchant Service on the Committee, but the manner and one in which this has been brought about is one to be greatly regretted.

It is trusted that the Lords Commissioners of the Admiralty will be so kind as to send a reply to the inquiry regarding Captain Rogers. Furthermore, they may rest assured that the Guild, in its signalling or any other subject, have the true interests of the service and of every member of the profession at heart, and they will be only too ready to co-operate in anything which makes for higher status or enhanced efficiency without regard to any bitterness which may be apparent on the part of others.—I am, Sir, your obedient servant,

J. G. MOORE, Secretary.

The Secretary,
Merchant Service Guild, 7th January 1905.
Sir—My Lords Commissioners of the Admiralty have had before them your letter of the 31st ultimo concerning the appointment of representatives from various Shipping Associations to the Committee which has recently been formed to discuss the subject of Signalling between His Majesty's Ships and the Mercantile Marine.

2.—In the first place, My Lords desire me to state that the Admiralty have great satisfaction in terms in which the Merchant Service Guild assure their Lordships that they have the true interests of the Service at heart, and will be only too ready to co-operate in anything that makes for enhanced efficiency. When their Lordships decided to appoint the Committee in question, they had for some time past been in correspondence with you, the Guild, on the subject and were aware that the Guild had taken great interest in the question. It was also apparent, as explained in my letter of the 18th ultimo, that some limit must be set to the numbers of the Committee.

3.—In seeking therefore to obtain the view of the Merchant Service on this important question, My Lords naturally addressed themselves to the Guild, as to the Association which had first taken the matter on as broad a basis as possible, their Lordships decided that the representative of your Guild should be considered as expressing the feeling of the Merchant Service generally rather than the particular Association to which he belongs. My Lords readily acknowledge Captain Rogers' assistance in the deliberations of the Committee that have already taken place, and fully endorse your statement that he has acted without regard to any particular Society or Societies.

4.—Their Lordships have, however, been approached by certain other Associations who felt that their representation was necessary to a complete expression of the views of the Merchant Service, and they have concluded that under all the circumstances it will be best for each of these Associations to nominate a representative, so that their several views may be thoroughly sifted and discussed. My Lords trust that the view taken by all Associations may be as broad and comprehensive as that of your Guild, and that the goodwill of all may thus be enlisted to carry out any recommendation the Committee may make.

5.—At the same time it will be recognised that under this new arrangement Captain Rogers cannot be considered the only representative of the Merchant Service as a whole; but that each member of the Committee must represent the Association to which he belongs, all having, as their Lordships hope, one common aim, viz., the furtherance of the best interests of the Service as a whole.

6.—My Lords will be glad to learn that your representatives will consent to act on this footing, and a order that you may be fully informed of the composition of the Committee, the names of other Associations who have nominated representatives on the Committee in response to their Lordships' invitation are as follows:—The British Shipmasters' Association. The British Shipmasters' and Officers' Protection Society. The Scottish Shipmasters' and Officers' Association. The Mercantile Marine Association.

I am, Sir, your obedient servant,
C. J. THOMAS.

COTTON-GROWING IN INDIA.

SUCCESSFUL EXPERIENCES.

After repeated failures to cultivate American and Egyptian cotton in India, news comes, through the medium of a report from M. Vossion, the French Consul at Bombay, of successful trials made in Sindh and the valley of the Indus. It is claimed for Sindh that it offers advantages for the cultivation of cotton which are unsurpassed in any other part of India.

The experiments M. Vossion refers to were instituted by the Agricultural Department of the Bombay Government. The southern part of Sindh, which has been described as the Egypt of India, is said to be well suited for the cultivation of the cotton plant, and has an unfailing water supply in the Indus. Trials were made with four kinds of Egyptian seeds, which were sown in March, instead of at the usual time—February.

To quote the words of M. Vossion, "the cotton plants grow to the height of a man's shoulder. They had plenty of branches and an abundance of leaves, thus offering a striking contrast to the small stunted-looking plants of Guzerat and the native varieties found in other parts of India. There was an abundance of large, regularly-shaped pods, rendering gathering easy. The fibres were long and silky, and equal in every respect to the best Egyptian cotton, the height of the plants in many instances even exceeding the height of those grown along the Nile."

The experiments with some varieties of American cotton yielded equally good results. The trials are to be resumed this year, when it is hoped some definite idea will be obtained as to whether it is desirable to adopt either the Egyptian or American varieties for permanent cultivation. M. Vossion estimates at 500,000 acres the area in Sindh which may be cultivated with Egyptian cotton, and the annual production at 300,000 bales.—*Standard*.

MARIE CORELLI ON WORK AND EDUCATION.

Miss Marie Corelli lectured at Northampton some few weeks ago on "Work." Miss Corelli said that the love of work for the world's sake was not a characteristic of the present age. The man who was fond of his work, however, possessed the secret of success, and with him lay the true possibility of power.

Referring to the labour dispute in Germany, she said that troops were ordered to be in readiness to repress the strikers ruthlessly. That was a repetition of the Pittsburg atrocities. She was proud and thankful that such outrages on working men were impossible in Britain. Her own love for everything British was so deep and hearty that she wished to see British work

of all kinds at the head of creation, and she thought most distinctly that it was the duty of every British employer to give British workers the first chance of employment.

There was a great deal of talk about education, but the fact seemed that when there was no compulsory education much better work was done. Houses were better built, furniture was more strongly made. The brick and half-architectures of to-day could not compare with the solidly-built houses of the Sixteenth Century. Although we had plenty of schools of art, we had no great British artists. Though everyone was supposed to read and write, we had no great British literature to-day, such as was written by Shakespeare, Thackeray, or Dickens, who all belonged to the age when education was not compulsory. Poetry, divinity of the arts, was almost dead.

Our present system of education was disastrous in one respect, because of its tendency to depress and enervate rather than to encourage the aspiring student. Its mechanical routine tended to flatten all creatures down to one level, so that originality was quenched. A great deal of all the mischief arose from our modern way of rushing things. We were so anxious to catch time by the forelock that we almost lost that forelock off altogether.

We had heard much lately concerning a gigantic Press combine to be formed for the purpose of swaying the opinion of the British public, and particularly of working men. In other words, opinion was no longer to be free, but was to be coerced by something like a Press attempt to control opinion would be successful, because if she did so, would have to think the British people fools, and she would be very sorry to be forced to such a conclusion. She hoped the British public had an opinion of its own, entirely apart from the Press, and that it would declare that opinion, when needed, brave and openly.

A LITTLE ROMANCE.

A correspondent writing from Hainimantan to the *Chefoo Daily News* says: I have now been a resident in this dreary town for six weeks and shall hail the day that sees me free to return to Chefoo and the comforts of civilization. Very little ever happens here to vary the monotony of existence—I will not say life—and it is usually a very little thing when it does happen. An incident occurred recently, however, which I think may perhaps interest you. We had been visited by a three days' disturbance of exceptional severity, and the fourth day being bright and appreciably warmer, I determined to give rein to my pent-up energy by taking a long walk into the surrounding country. There had been a slight fall of snow during the early hours of morning with the happy result that instead of the sooty appearance usually following a dust-storm, as far as the eyes could reach the landscape had been powdered with a fine layer of the purest white.

Passing beyond the outskirts of Hainimantan proper, I followed a narrow winding footpath and started out at a brisk pace. It was soon evident that in spite of the vagrant tendencies of my path it would lead me eventually to a small village about two miles to the westward. I was becoming lately very fond of men-of-war, and the wind-borne baying of mongrel dogs were proof that I was not approaching a "Deserted Village"—a not uncommon thing in present day Manchuria. As I entered the village I became aware that something of an unusual nature was taking place. A hubbub of shouting in the distance, brought from alleysways and doors little groups of excited, thickly-gadded archers, small-footed girls and women, and a few old men smoking long pipes and wearing the thinnest of thin grey gowns. As the shouting appeared to increase in volume, and the gaping villagers made no attempt to move, but stood stolidly

expectant, I deduced that something was approaching; so I took up my position behind a low wall running parallel with the street, and waited. I noticed that a few feet away from me a long-haired Manchurian pony stood saddled and bridled, with the reins thrown over a post.

I had not long to wait. Suddenly, down the village street, with half a hundred men close upon his heels, there appeared a man running for dear life. Nearer and nearer he came, with the frantic mob barely out of reach of striking distance. Apparently realising that to attempt breaking through the throng of spectators immediately before him would impede flight and possibly lead to speedy capture, he cast one hunted glance around him and turning sharply to the left, vanished through an open gateway into a compound directly across the street from where I was standing. It seemed but an instant after he had disappeared from view that I heard the cracking of a hinge, a sharp clanking, and the dull thud of a heavy bar falling into position, and then the angry mob closed in upon the open gateway.

Above the din of hoarse shouting I could hear that they were trying to batter in the door which the fugitive had succeeded in closing. This door seemed to be the side entrance to a rather substantial out-building of a joss-house. Suddenly the battering ceased. By this time, the entire crowd had deserted the street and entered the compound, and from the slight elevation of my position I could see that those in the front ranks were assisting each other to climb over a low wall with the evident object of entering the building from the rear. They had quite abandoned the idea of breaking in the door. I was becoming lately very interested and wondering how much longer the fugitive would make his parous, when, to my utter astonishment I saw him creeping on hands and knees across the street about thirty yards below me. He had for the time completely circumvented the mob. A minute later he had vaulted—as only an athlete could have vaulted—the wall on any side of the street, and in less time than it takes to write it he had run swiftly under its cover to where the pony was standing. Unfastening the rein he mounted, leisurely enough it seemed to me—and, then we looked each other straight in the face. His features were gaunt and extremely swarthy; his chin showed a growth of several days; his gown was the perfection of nattiness, and his eyes were blue.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

"Halloo!" he said in perfect English—"Close shave; what! Thought they'd got me that time. Found me out, the beggars! . . . Halloo! They've seen me. Look out!" A yell proclaimed that the mob had indeed discovered their man. A shower of stones fell short of both of us just as he dug spurs into the pony's ribs and started away. "Not this time, cousin!" he cried—"Ta ta." And then he galloped off across the plain.

SICK KIDNEYS MAKE YOU

UNFIT FOR WORK.

It is the constant strain of every-day duties that makes backache and lame back for both men and women. The sales-people standing on their feet for hours at a time, reaching to high shelves and lifting heavy rolls of goods; the house-keepers in the house, with their thousand-and-one duties crowding upon them; the women in the rush and bustle of business life—it is any wonder that they get tired? Is it any wonder that aching backs tell the story of sick kidneys?

The kidneys were never intended to stand hard strains. When they have more work forced upon them than they can take care of, backache comes, and lame back, headaches, rheumatism, irritable, nervous feelings, and distressing urinary troubles. And after a while, it help isn't sent to the suffering kidneys. Diabetes, Dropsy, or the dreaded Bright's Disease develops.

But there is a cure for every form of kidney trouble, a sure, never-failing cure—Doan's Backache Kidney Pills—the one remedy that is absolutely certain; the one remedy that is for the kidneys and bladder only, and that does not purge the bowels.

All the chief chemists and medicine-dealers sell Doan's Backache Kidney Pills, price 2/6 for 1 box, or 1/3 for 6 boxes; or the medicine may be had, post-free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

70-73

THE SWATOW GRASS CLOTH SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904.

